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IN THE SPECIFICATION:

Please amend the specification as follows:

[8] Relating to the installed condition, thc profiled rail locks the extension to the intermediate part in vertical direction, i.e., in the direction in which very large forces are exerted on the intermediate part and the extension when moving ~~during the ride~~. The bearing part has a recess which is open in the vertical upward direction for receiving the extension of the intermediate part. The extension is blocked from leaving the recess by the rail.

[9] The guide mechanism according to one embodiment of the invention further allows construction of the bearing part and/or the intermediate part as a single-component plastic part. Even the extension can be integrally formed on the intermediate part and designed from plastic. The inventive structure therefore eliminates the need to use two-component plastic pieces. Instead, it is possible through the invention to allocate the various demands to the material properties of the individual parts. For example, in one embodiment, the bearing part is made of a plastic material with good sliding quality, whereas the intermediate part and the extension are made of a material which has correspondingly good properties in terms of strength. Due to the modularity ~~according to~~of the invention, the parts can also be standardized in a simple manner, by, for instance, having the possibility of using identical intermediate parts with different guide rails and designing only the bearing part so as to be adapted to the guide rail.

[20] The guide mechanism is designed to be essentially identical on both sides of the cover 10; for this reason the guide mechanism is illustrated in Figure 1 on one side only for clarity. Thc guide mechanism comprises a C-shaped profiled rail 14, which is rigidly fastened to ~~the~~an edge of ~~the~~a roof ~~cutout~~opening. A lever in the form of a slotted guide 16 is coupled to the cover 10 and received at the front end for swiveling motion in a front bearing part 18. The slotted guide 16, which may act as an intermediatc part, has a guide

track 20 on each of its two side faces, with both guide tracks 20 having identical designs so that it is sufficient to illustrate only one of them. Running inside each guide track 20 is a sliding block in the form of a nose 22 adapted to be shifted by means of a rear bearing part 24.

[24] The slotted guide 16 likewise is a single-component injection-molded part, in which the special attention is focused on the strength. Possible plastics materials can be, for example, may include PA6.6 CF20 or some other similar material. In the area of the front end of the slotted guide 16, extensions 40 are formed on both sides and are integrally connected with the remainder of the slotted guide 16. These stud-like extensions 40 are latched into place in the recesses 30 from above and are partially encompassed by the hook-shaped extensions 32 (see Fig. 2). A latching connection is therefore formed between the slotted guide 16 and the front bearing part 18.

[25] In the state when the front bearing part 18 and the slotted guide 16 are connected to each other, the front bearing part 18 and the slotted guide 16 are pushed into the profiled rail 14 from an open end. As shown in Fig. 2, both extensions 40 define a guide axis that lies completely within the profiled rail 14 and directly underneath the webs 34. With this, the profiled rail 14 surrounds both the front bearing part 18 and the extensions 40 and prevents the extensions 40 from disengaging from the recesses 30 on exertion of, for example, a force directed vertically upwards. Hence, the profiled rail 14 serves as a positive locking means between the slotted guide 16 and the front bearing part 18.

[26] The sliding properties are provided by the bearing part 18, while the high strength properties are fulfilled by the slotted guide 16 and the formed-on extensions 40. When a force is directed upwards into the slotted guide 16, the slotted guide 16 is able to introduce the force directly into the profiled rail 14, bypassing the front bearing part 18 so that there is an essentially zero tensile load introduced into the front bearing part 18. If, on the other hand, a force which is directed vertically downwards is exerted on the slotted

guide 16, then this will result in pure compressive loads in the plastic material of the front bearing part 18, which, unlike tensile loads, is not problematic for the plastic material.

[27] The rear bearing part 24, also called a rear sliding shoe, is likewise a single-component injection-molded part with good sliding quality, and preferably of the same material as the front bearing part 18. Fastened to the rear bearing part 24 is a drive cable 50 through which the shifting of the rear bearing part 24 is brought about. The cable 50 is accommodated in a guide chamber 52 formed in the profiled rail 14. The fastening to the rear bearing part 24 is effected, for instance, via a tail seal as is described in DE 201 11 621.

[28] The rear bearing part 24 carries a guide part 54, which is likewise a single-component injection-molded part, that can be made from the same material as the slotted guide 16, for example. At each of its sides, the guide part 54 has two projecting extensions 56 which can be inserted from above into upwardly open recesses 58 in the rear bearing part 24. Hooks 60 provided on the guide part 54 serve to latch the guide part 54 in place after the guide part 54 is pushed into the rear bearing part 24, and for the mutual fastening of the parts in the pre-assembled state, as long as these parts are not yet inserted in the profiled rail 14.

[29] As shown in Fig. 6, the profiled rail 14 also helps lock the guide part 54 and the rear bearing part 24 together because the cross-webs 34 of the profiled rail 14 lie directly above the extensions 56 and because the extensions 56 are fully located within the profiled rail 14. According to the connection of the front bearing part 18 with the slotted guide 16, each extension 56 in this case will be prevented by the profiled rail 14 from coming out of the corresponding recess 58. Two legs 62 of the guide part 54 project from the profiled rail 14 between the cross-webs 34. Each leg 62 has an inwardly oriented nose 22 which is integrally formed on each leg 62 as a sliding block. Each nose 22 projects into its associated guide track 20.

[31] If it is desired to shift the cover 10 to the rear, the noses 22 are moved to the rear end of their guide tracks 20 so that the rear edge 12 of the cover 10 is lowered. At this point, the cover 10, the slotted guide 16, the guide part 54 and the front and rear bearing parts 18, 24 can be shifted to the rear.

[32] The advantages of the guide mechanism described in the introductory portion of the specification relate, as stated, to both the front and rear bearing parts 18 and 24, respectively. The slotted guide 16 or the guide part 54 only need to be operatively coupled to the front and rear bearing parts 18, 24 and need not be directly coupled to the front and rear bearing parts 18, 24, making it possible to interpose other parts in the structure. For this reason, the disclosure generally describes a structure having one intermediate part each, which is received in the front and rear bearing parts 18, 24 and locked by the profiled rail 14, even though more intermediate parts are possible. Note that the intermediate part does not necessarily have to comprise the extension 40, 56; the same applies for the front and rear bearing parts 18, 24 and the corresponding recesses 30, 58. A reverse construction would also be conceivable within the scope of the invention.